

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Primorskiy Kray)	REPORT	25X1
SUBJECT	Port of Nakhodka	DATE DISTR.	25X1
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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

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1. In mid-June 1954, work on the harbor building plan of Nakhodka was progressing satisfactorily and was well up to schedule. If present progress is maintained, the work will be completed by the end of 1956 (see sketch No. 2 of Nakhodka Harbor).
 2. The face of the hills adjacent to the main wharf has been and is being blasted away, and the rock and rubble is being used to build the wharves (see sketch No. 1 of the wharf layout). This work has been in progress for as long as three or four years. When the work is completed, the main wharf will have 22 berths, each 150 meters long.¹ There will be 14 berths allocated for general cargo vessels, four berths for passenger ships, and the remaining four will be coaling berths.
 3. In mid-June, there were 22 electric cranes on the main wharf; the safe working loads of these cranes were 3, 5, 10, and 15 tons. There was also one 41-ton crane. There were also two floating cranes, one of which can lift 120 tons. All of the port cranes span three sets of railway tracks, which run parallel to the quay. Several new cranes were being assembled on the wharf, and there were also many cranes of various shapes and sizes on the wharf for construction purposes.
 4. There were five large warehouses on the wharf; warehouse No. 7 is a four-story building.² Each warehouse was equipped with automatic cargo-lifting arrangements which service all floors. Three large warehouses were under construction.
 5. There were three fresh-water hydrants on the main wharf, but only two were in operation. Ships requiring water must use their own hoses; the water is excellent.³ Fresh vegetables are not available in Nakhodka before the middle of July.
 6. One seagoing tug, five small tugs, and one icebreaker were based in Nakhodka. A breakwater was to be built across the bay from Novitskogo Island in the direction of the newly laid light buoy. Green leading lights were located on the hill south of the main wharf; these lights mark the way into Nakhodka Bay, but their exact location is not known.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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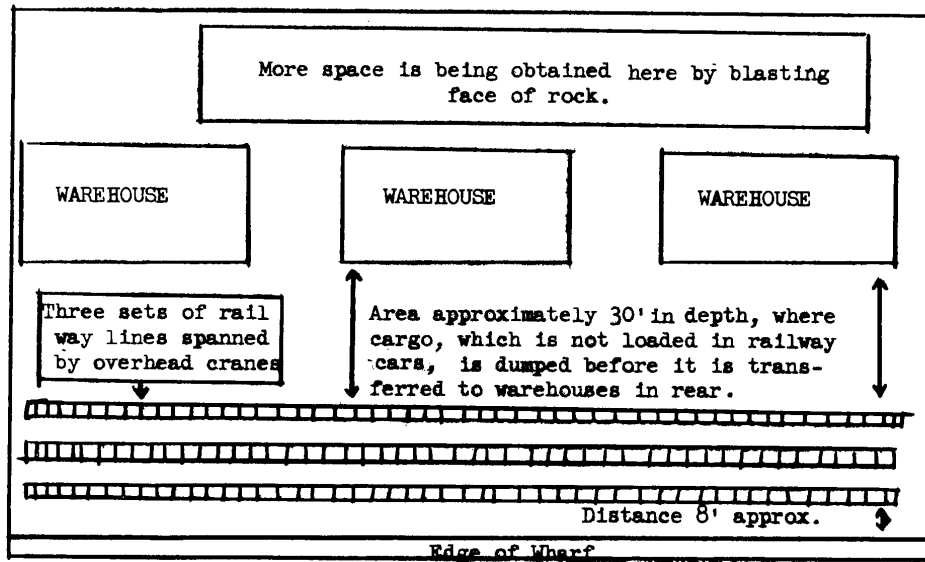
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Comments:

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1. The total length of the wharf is probably correct; previous reports estimated that the main wharf and fisheries wharf together could berth and work 13 cargo ships.
2. Six warehouses have been reported previously, with two larger warehouses behind them. The latter warehouses have been reported with cargo lifts.
3. It is known that fresh water is available on the main wharf and that it can be supplied to ships at about 25 tons per hour.

Sketch No. 1:Sketch of Layout of the Main Wharf:

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Legend to Sketch No. 2 of Nakhodka Harbor:

1. Fish Harbor, in process of development.
2. New concrete wharf. This wharf may extend further to the southwest.
3. Two floating drydocks. The most southerly dock is the larger; rough estimate of size was 6,000 tons and 9,000 tons lift, respectively.
4. Continuous blasting in progress to provide a larger area to the rear of the wharf. In general, the area in front of the hills facing the main wharf is being enlarged to give greater depth to the main wharf.
5. New main concrete wharf. This will have 22 berths, each 150 meters long. The harbor is being dredged to a uniform depth of 31 feet. There is 29 feet of water alongside the wharf, abreast No. 7 shed; No. 7 shed is four stories high and is near the arrow point.
6. Coaling berths. There will be four coaling berths when the work is finished.
7. Oiling berths. Vessels lie stern to the wharf, with two anchors out forward.
8. Blasting in progress.
9. Novitskogo Island, which is connected to the mainland by a concrete wharf. Four cranes were seen working on this wharf.
10. Approximate position of new cement works.
11. Leading marks, position approximate; rear post is painted white and red, and the front dome is also red and white.
12. Direction of discharge pipes, supported on pontoons, which carry spoil from the suction dredge to shore.
13. Two-funneled suction dredge, position approximate.
14. Line of proposed breakwater.
15. Light buoy, position approximate.
16. Bucket dredge, serviced by four power-driven lighters which carry the spoil to the spoil ground.
17. Blasting in progress.
18. Spoil ground.

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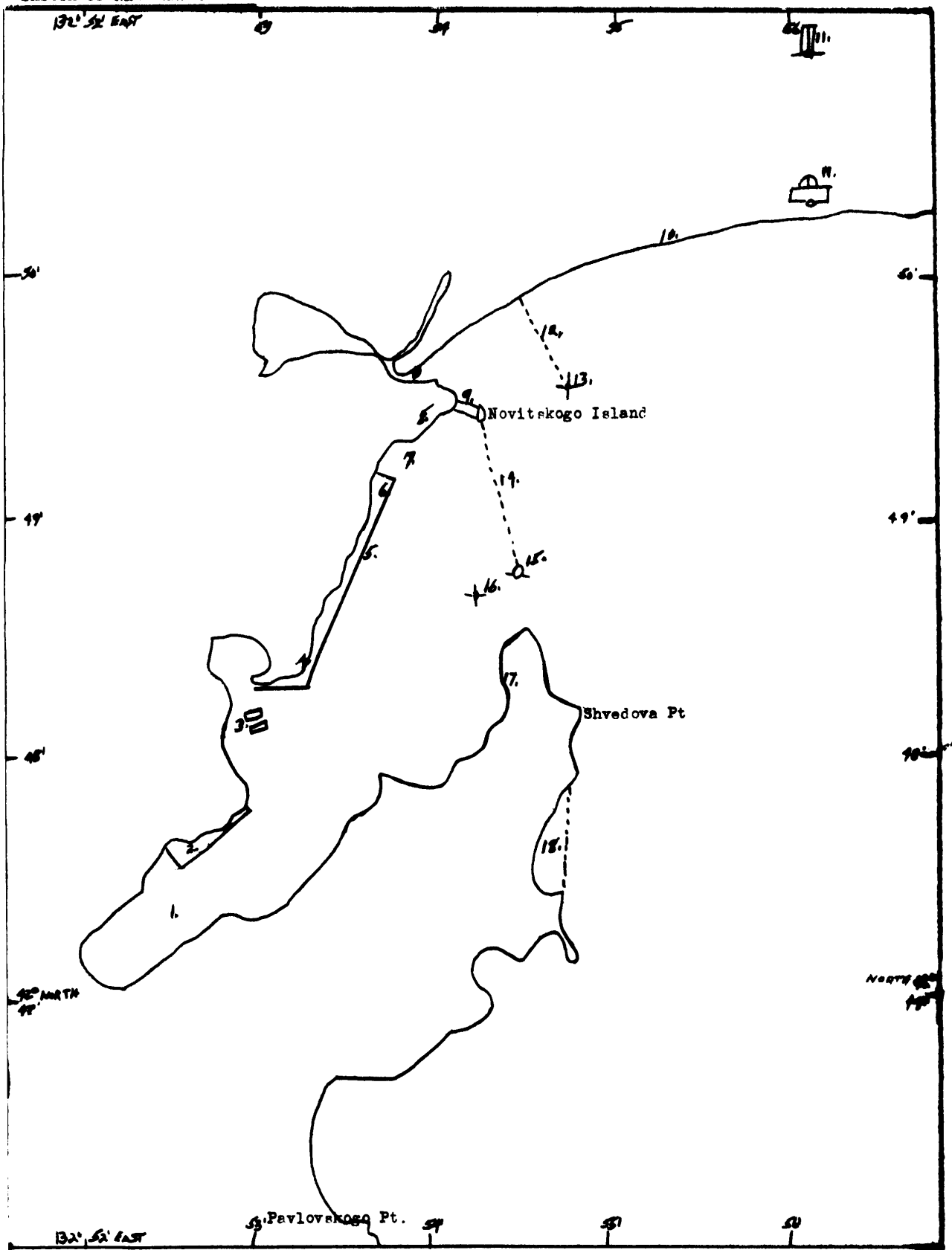
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Sketch No. 2:

Sketch of Nakhodka Harbor:



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